



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090166-A

Mode: Highway

Status: Submitted

US-221

From/Cross Street: North of SR 1366 (Roper Loop Road)

Specific Improvement Type: 1 - Widen Existing Roadway

To: SR 1325 (Nanney town Road)

Project Category: Statewide Mobility

Length: 5.21

TIP#: R-2597A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$26,625,000

Description:

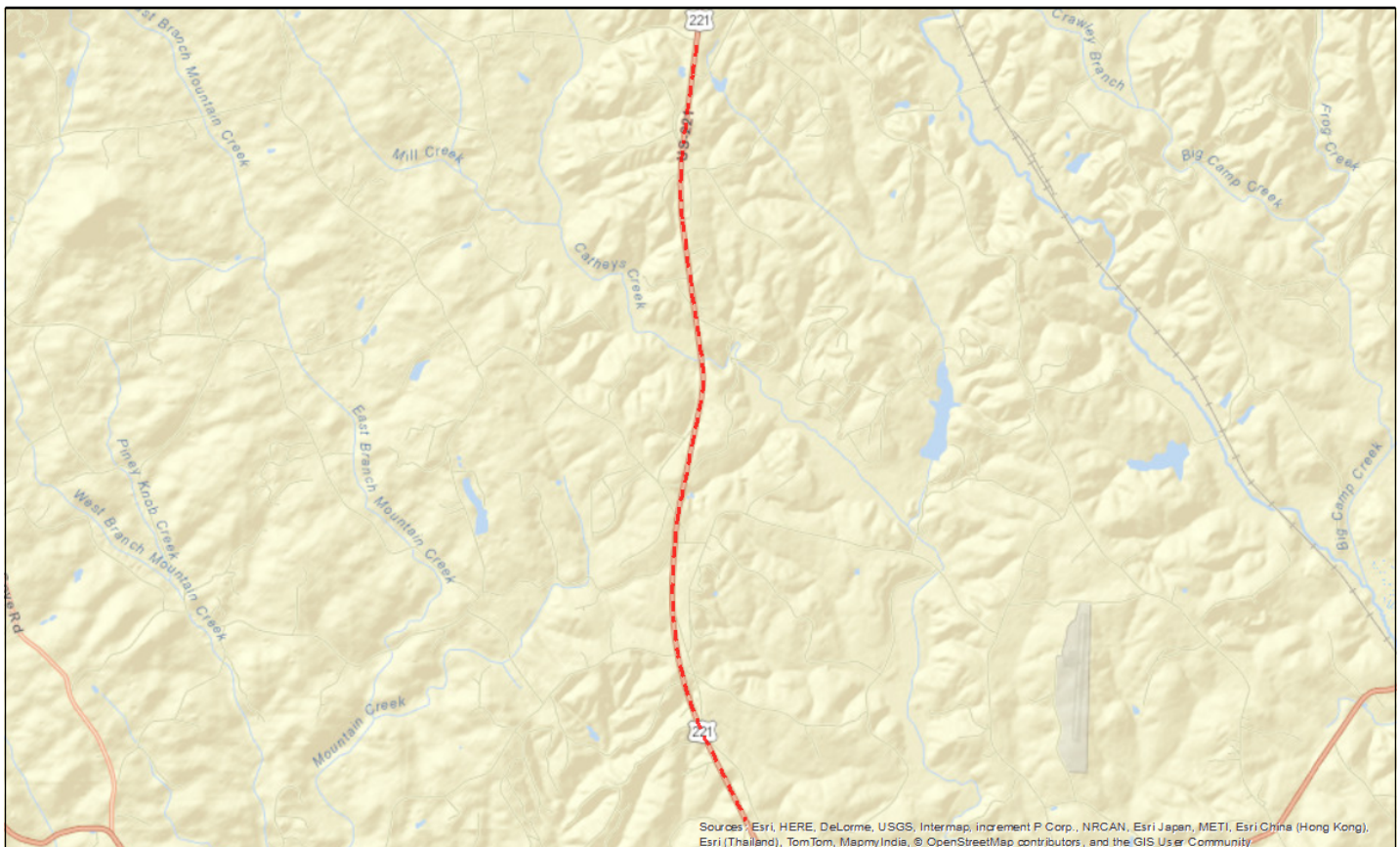
Widen to Multi-Lanes.

Division(s): Division 13

County(s): RUTHERFORD

MPOS(s)/RPO(s): Isothermal RPO

Project Location



Statewide Mobility Total Score: 10.78

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Economic Competitiveness (10%) 0.07 Multimodal + [Freight & Military] (20%) 3.63 [Travel Time] Benefit/Cost (30%) 0.07 Congestion (V/C) (30%) 22.00 Safety (10%) 34.28	N/A	N/A
Totals: Weight: 100% Weighted Score: 10.78		

Regional Impact Total Score: 26.69

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (25%) 0.07 Congestion (V/C) (25%) 22.00 Safety (10%) 34.28 Accessibility / Connectivity (10%) 27.46	Percent: 15% Points: 0	Percent: 15% Points: 100
Totals: Weight: 70% Weighted Score: 11.69		

Division Needs Total Score: 7.84

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 22.00 Safety (10%) 34.28 [Travel Time] Benefit/Cost (20%) 0.07	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 50% Weighted Score: 7.84		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	5.21
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5151.8
Capacity:	15500
Volume/Capacity Ratio:	0.33
% Autos:	86%
% Trucks:	14%
Truck Volume:	725.49
Crash Density:	31.55
Crash Severity:	50.73
Critical Crash Rate:	20.56
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	26
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	98
Actual Congested Speed:	53
Travel Time Index:	1.04

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	5.21
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	76068.35
Travel Time Savings for 30 Years (Autos):	65356.2
Travel Time Savings for 30 Years (Trucks):	10712.15
Long-Term Employment:	1
% Change in Economy:	3.5E-07
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 13

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 13	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Isothermal RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$24,200,000	TIP Unit
Right-of-Way Cost:	\$2,000,000	TIP Unit
Utilities Cost:	\$425,000	TIP Unit
Total Project Cost:	\$26,625,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$26,625,000	